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competition by Lascars in vessels trading between Australia and New Zealand. This measure was reserved by the governor and was not sanctioned. Nor was this an isolated instance. Since 1895 eighteen bills, some of them of much importance, have been reserved, and several of them were not sanctioned. It is a grievance with Sir J. G. Findlay, and apparently with other New-Zealanders, that the dominions have no voice nor any form of representation in the government which ultimately decides whether the will of their legislatures is to be over-ridden. Under these conditions Sir J. G. Findlay points out that, if the oversea dominions are a "galaxy of free nations," they are so mainly because Great Britain does not choose to interfere with them; and that, if the autonomy they possess is "absolute, unfettered and complete," it is due more to the good-will of Great Britain than to any defined constitutional rights.

The two earlier chapters, on the statesmen who took part in the Imperial Conference of 1911 and on its methods of work, admirably supplement the colorless *verbatim* report of the part of the proceedings of the conference that was issued as a bluebook by the British government shortly after the conference had concluded its work.

EDWARD PORRITT.

HARTFORD, CONNECTICUT.

The Theory of Distribution and Consumption. By T. LLOYD. London, James Nisbet and Company, 1911.—xvi, 508 pp.

This book is a popular discussion of nearly everything that might concern the interests of a British subject, except the theme suggested by the title. The preface explains that the greater part "of the inquiry into the theory of consumption was originally contributed to the *Statist* newspaper." The real purpose of the book might be said to be that of answering the question: What ails Britain, and what can be done to help her? That Britain is in a bad way the author concedes or assumes; but protection, he declares, is not a remedy for her ills. Protection does not, will not, increase the consuming power of the people; "production is limited by consumption"; "the only effectual way of increasing the employment both of labor and capital, and thereby sensibly raising the well-being of the whole population, is to augment the consuming power of the people"; "the real cause of greatness is the character of the people; and the main thesis of the present work will be an inquiry into the causes which produce the character that makes a people exceptionally prosperous and great."

In these broad propositions, laid down somewhat dogmatically and

with comparative brevity, are to be found the slight justification for a title suggesting a treatise on economic theory. The author then goes on to show that there are so many ways in which Old England has failed to keep up with some of the other progressive nations of the world and to improve her real opportunities, that it is not necessary to turn to the fallacious explanation of the English tariff reformers and to the desperate remedy of a protective tariff. The fundamental defects both at home and in the colonies are found in bad and insufficient education, in backward sanitation, in cumbersome land laws, in antiquated agricultural methods, in inadequate banking facilities, in undeveloped transportation and in various other things.

The four main divisions of the book are determined by mingled geographical and political considerations: (1) the United Kingdom; (2) India; (3) the Crown colonies and protectorates; (4) the self-governing dominions, commonwealths and unions. Passing in review a variety of topics on which no one man could be an authority, the author shows a remarkable range of information, of interests and of remedies. If the consuming power of the vast populations of the British empire can be enhanced and these markets kept open by free trade, a scientifically sound and practicable method of curing Albion's ills will be applied, instead of the mistaken one urged by British tariff reformers—so runs the argument of the book.

FRANK A. FETTER.

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The History of the British Post Office. By J. C. HEMMEON. Cambridge, Harvard University, 1912.—xii, 261 pp.

This is a careful and painstaking study of the origin, early history and later developments of the British post office. Most care has been bestowed on the earlier history, especially in the period between the opening of the eighteenth century and the establishment of the modern system in 1840. The connection between the post office and the revenue is carefully traced; and the author shows clearly, though without emphasizing the fact, that it was the middle class, enfranchised by the Reform Act of 1832, that was chiefly benefited by the establishment of the penny post in 1840. The chapter on sailing packets and foreign mails is of peculiar interest; but here again it is the earlier period to which most attention has been paid, and the author's account of the present arrangements with the steamship companies for the carriage of the mails is totally inadequate. Only two pages are devoted to ocean mails during the whole period from 1870 to 1912. Similarly